

AIRPORT LAYOUT PLAN FOR SOUTH NAKNEK AIRPORT

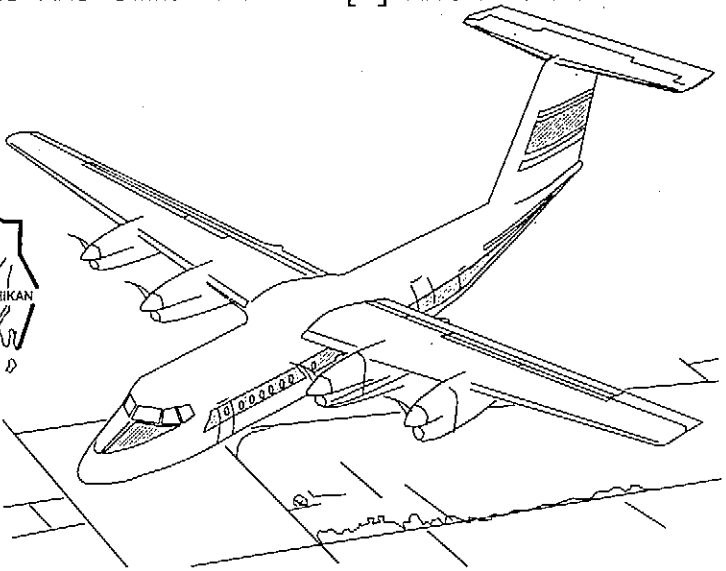
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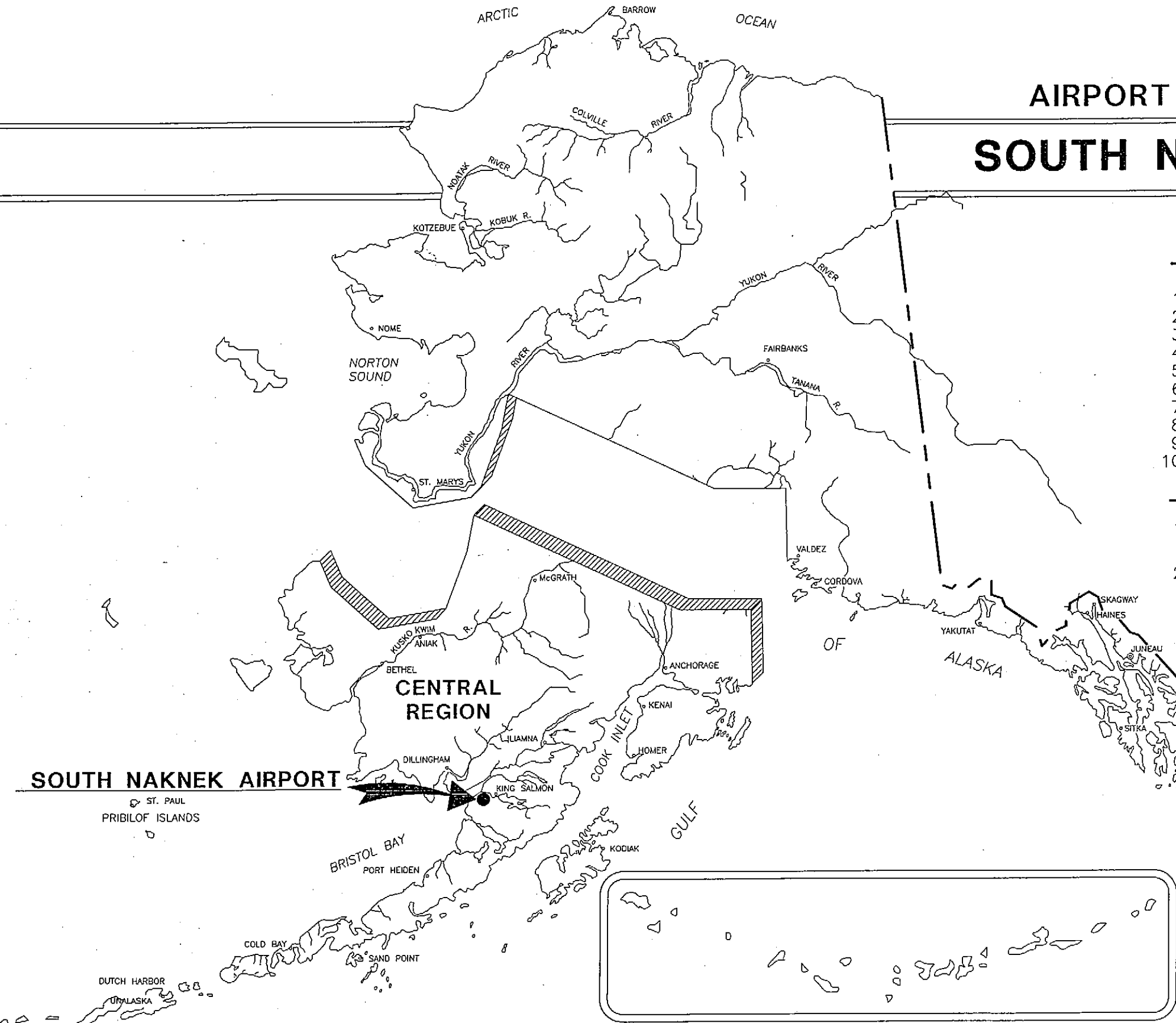
- 1 - COVER SHEET AND INDEX
- 2 - VICINITY MAP AND DATA TABLES
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- 5 - RUNWAY 12/30 RPZ PLAN AND PROFILE
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- 8 - PROPERTY PLAN AND LAND USE
- 9 - PROPERTY PLAN DETAILS
- 10 - NARRATIVE REPORT

NOTES:

1. THESE PLANS HAVE BEEN PREPARED USING THE METRIC (SI) SYSTEM.
2. THE DIMENSIONING CONVENTION FOR THIS PLAN SET IS NORMAL DIMENSIONS ARE IN METERS AND DIMENSIONS IN [] ARE IN FEET.



THIS PLAN SUPERCEDES PLAN DATED 7/23/79 REVISED TO 3/14/83



SPONSORED BY
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION DESIGN AND CONSTRUCTION

APPROVED *Steve Van Horn* DATE 4/17/96
STEVE VAN HORN, P.E. DESIGN SECTION CHIEF

APPROVED *John G. Wahl* DATE 4/17/96
JOHN G. WAHL, P.E. PROJECT MANAGER

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

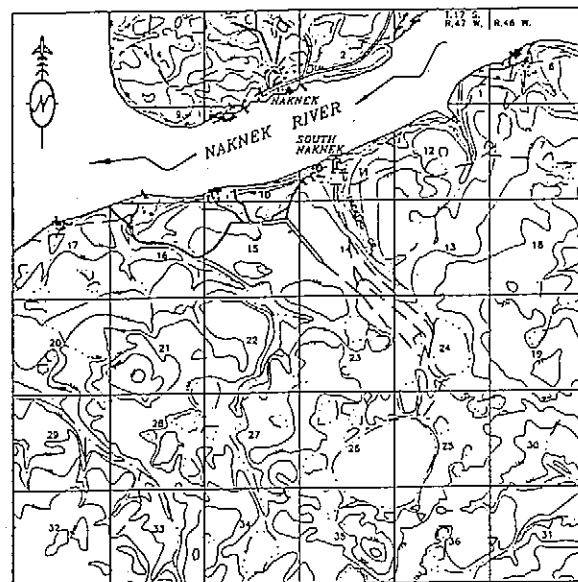
By: *John G. Wahl*
FAA/AIRPORTS DIVISION
ALASKAN REGION, AAL-800

DATE: 7-22-96

SOUTH NAKNEK AIRPORT
AIRPORT LAYOUT PLAN

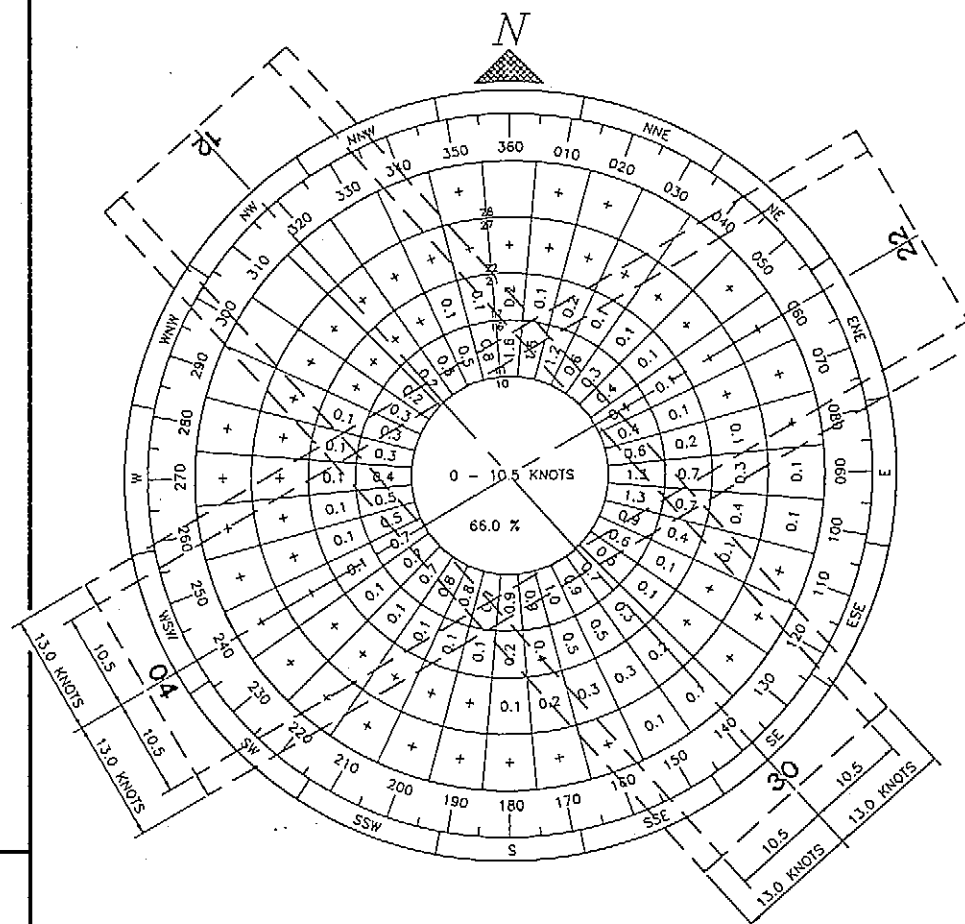
SHEET 1 OF 10

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VICINITY MAP

25.4 mm = 1 MILE
T 17 S, R 47 W, SEC. 14, 15
SWARD MERIDIAN
U.S.G.S. NAKNEK (C-3-C-4), ALASKA
NOTE: ELEVATIONS SHOWN ON THIS MAP ARE IN FEET.



WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

WIND COVERAGE: SEE DATA TABLES ON THIS SHEET.

SOURCE: N.O.A. - DEPARTMENT OF COMMERCE
DATA IS FOR KING SALMON, ALASKA WHICH IS LOCATED
13.0 NAUTICAL MILES E. OF SOUTH NAKNEK.
PERIOD: JAN. 1984 TO JAN. 1994

DEVIATION FROM STANDARDS

ITEM	EXISTING	STD B-I	FUTURE
WIND COVERAGE (10.5 KNOTS)	94.7%	95.0%	94.7%
RUNWAY 12/30 C/L TO EDGE OF AIRCRAFT PARKING		60 m (197')	84 m (275.6')
RUNWAY 12/30 C/L TO PARALLEL TAXIWAY C/L		57.5 m (221.5')	72 m (236')
RUNWAY 4/22 C/L TO EDGE OF AIRCRAFT PARKING		60 m (197')	65 m (213.3')
TAXIWAY A WIDTH		7.5 m (25')	12 m (39.4')
TAXIWAY A SAFETY AREA WIDTH		15 m (49')	24 m (78.7')
TAXIWAY B WIDTH	9 m (30')	7.5 m (25')	12 m (39.4')
TAXIWAY B SAFETY AREA WIDTH	18 m (60')	15 m (49')	24 m (78.7')

NOTE

METRIC DIMENSIONS ARE IN ACCORDANCE WITH FAA AC 150/5300-13. ENGLISH UNIT CONVERSIONS ARE APPROXIMATE AND ARE FOR INFORMATION ONLY

BASIC DATA TABLE

RUNWAY DATA

ITEM	RUNWAY 12/30		RUNWAY 04/22	
	EXISTING	FUTURE	EXISTING	FUTURE
EFFECTIVE GRADE	0.15%	0.05%		1.50%
% WIND COVERAGE(10.5 KNOT)	N/A	83.9 %		82.6 %
% WIND COVERAGE(13.0 KNOT)	N/A	91.4 %		89.7 %
INSTRUMENT RUNWAY	NONE	NONE		NONE
RUNWAY SURFACE	GRAVEL	GRAVEL		GRAVEL
PAVEMENT STRENGTH (LBS.)	N/A	N/A		N/A
APPROACH SURFACES	20:1	20:1		20:1
VISIBILITY MINIMUMS	VISUAL EXCLUSIVELY	VISUAL EXCLUSIVELY		VISUAL EXCLUSIVELY
RUNWAY LIGHTING	MIRL	MIRL		MIRL
RUNWAY MARKING	NONE	NONE		NONE
VISUAL AND INSTRUMENT NAVIGATION AIDS	VASI	VASI		NONE
RUNWAY DIMENSIONS	15.2mx670.5m (50'x2,200')	18mx1,010m (59'x3,313.6')		18mx690m (59'x2,263.6')
RUNWAY SAFETY AREA DIMENSIONS	30.5mx792.5m (100'x2,600')	36mx1,154m (118'x3,786.1')		36mx834m (118'x2,736.2')
RUNWAY OBJECT FREE AREA DIMENSIONS	76.2mx792.5m (250'x2,600')	120mx1,154m (393.7'x3,786.1')		120mx834m (393.7'x2,736.2')
RUNWAY OBSTACLE FREE ZONE DIMENSIONS	76.2mx792.5m (250'x2,600')	75mx1,130m (246.1'x3,707.3')		75mx810m (246.1'x2,657.5')
RUNWAY END COORDINATES (NAD 83)				
RUNWAY 4	LAT.			58°42'9.5"
	LONG.			161°00'30.9"
RUNWAY 22	LAT.			58°42'20.3"
	LONG.			160°59'53.4"
RUNWAY 12	LAT.	58°42'14.7"	58°42'14.7"	
	LONG.	161°00'28"	161°00'28"	
RUNWAY 30	LAT.	58°41'57.4"	58°41'50.1"	
	LONG.	160°59'59.2"	160°59'46.8"	
RUNWAY PROTECTION ZONE DIMENSIONS				
INNER WIDTH	76m(250')	150m(492')		150m(492')
OUTER WIDTH	137m(450')	210m(689')		210m(659')
LENGTH	305m(1000')	300m(984')		300m(984')
AIRCRAFT APPROACH CATEGORY	A	B		B
AIRCRAFT DESIGN GROUP	I	I		I

BASIC DATA TABLE

AIRPORT DATA

ITEM	EXISTING	FUTURE
AIRPORT ELEVATION (M.S.L.)	46.2m (151.6')	46.2m (152.0')
AIRPORT REFERENCE POINT (NAD 83)	LAT.	58°42'7.5"
	LONG.	161°00'9.3"
TAXIWAY LIGHTING	M.I.	M.I.
RAMP LIGHTING	NONE	FLOOD
MEAN MAX. TEMP. HOT MONTH (EST.)	18°C (64°F)	18°C (64°F)
MAGNETIC DECLINATION, YEAR	1707°E, 9/95	1707°E, 9/95
AIRPORT AND TERMINAL NAVIGATION AIDS	NONE	NONE
COMBINED % WIND COVERAGE (10.5 KNOT)	N/A	94.7 %
COMBINED % WIND COVERAGE (13.0 KNOT)	N/A	97.9 %

LEGEND

ITEM	EXISTING	FUTURE
PROPERTY LINE	---	---
BUILDING RESTRICTION LINE	---	---
AVIGATION & HAZARD EASEMENT	---	---
AIRPORT REFERENCE POINT (A.R.P.)	○	○
WIND CONE AND SEGMENTED CIRCLE	○	○
CONTOURS	---	---
ROADWAYS	---	---
BUILDINGS	---	---
ROTATING BEACON	---	---
SHORELINE	---	---
ANTENNA	---	---
RUNWAY	---	---
TAXIWAY	---	---
SURVEY MONUMENT, BRASS CAP	⊕	⊕
SURVEY MONUMENT, ALUMINUM CAP	⊙	⊙
SURVEY MONUMENT, WITNESS POST	⊗	⊗
THRESHOLD LIGHTS	---	---
OVERHEAD POWER LINE	---	---
VASI	---	---

THIS PLAN SUPERCEDES PLAN DATED 7/23/79 REVISED TO 3/14/83

SOUTH NAKNEK AIRPORT

AIRPORT LAYOUT PLAN

VICINITY MAP AND DATA TABLES

SHEET

2

OF

10

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

By: *Steve Van Horn*
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-800

DATE: 7-22-96

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED: *Steve Van Horn* DESIGN SECTION CHIEF
STEVE VAN HORN, P.E.
APPROVED: *John G. Wahl* PROJECT MANAGER
JOHN G. WAHL, P.E.

DATE 4/17/96

DESIGN *GR*

DRAWN *DP*

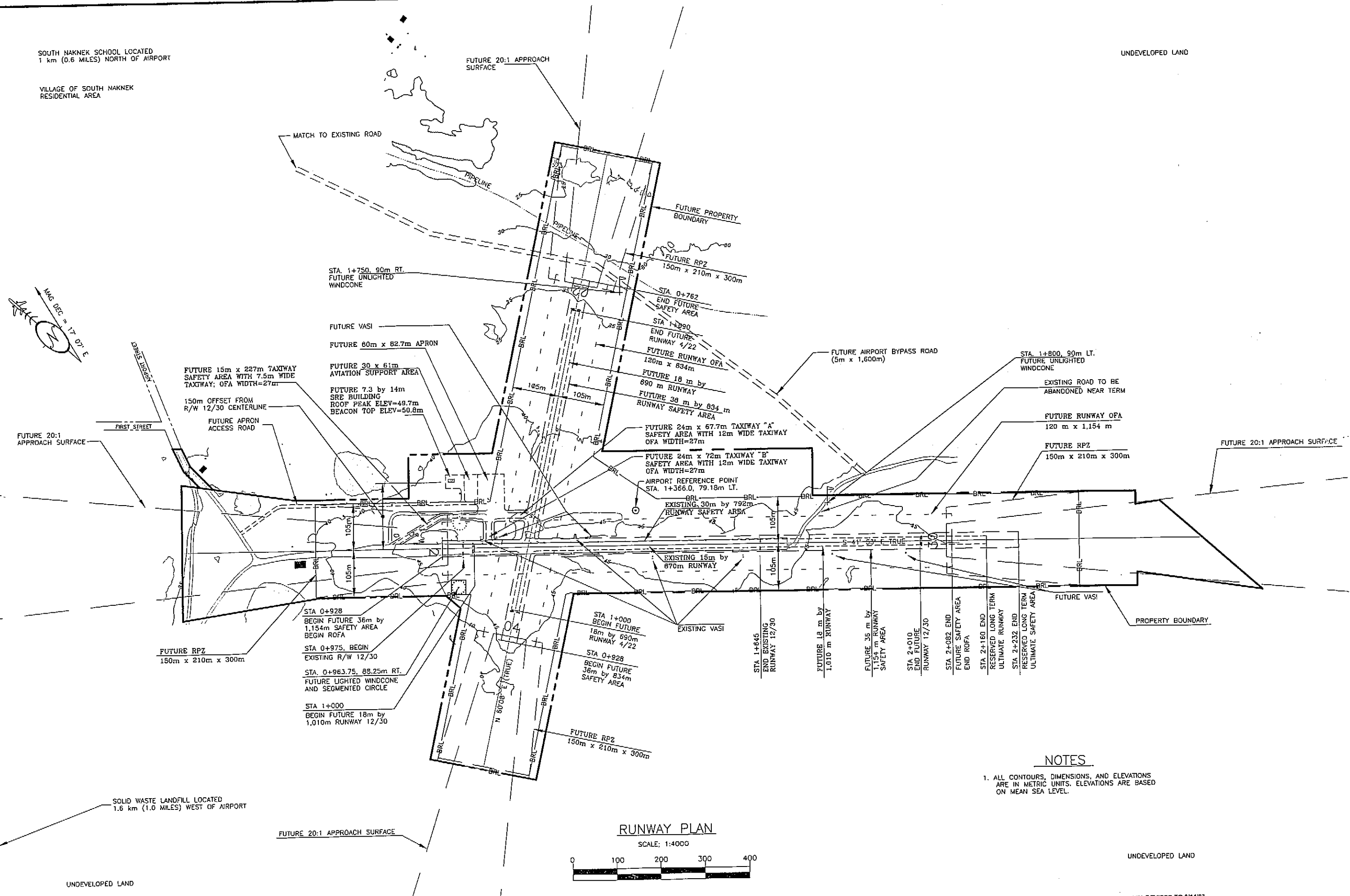
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SOUTH NAKNEK SCHOOL LOCATED
1 km (0.6 MILES) NORTH OF AIRPORT

VILLAGE OF SOUTH NAKNEK
RESIDENTIAL AREA

UNDEVELOPED LAND



NOTES

1. ALL CONTOURS, DIMENSIONS, AND ELEVATIONS ARE IN METRIC UNITS. ELEVATIONS ARE BASED ON MEAN SEA LEVEL.

RUNWAY PLAN

SCALE: 1:4000



UNDEVELOPED LAND

THIS PLAN SUPERCEDES PLAN DATED 7/23/79 REVISED TO 3/14/83

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

By: *[Signature]*
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

DATE: 7-22-96

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED: *[Signature]* DESIGN SECTION CHIEF
STEVE VAN HORN, P.E.
APPROVED: *[Signature]* PROJECT MANAGER
JOHN G. WAHL, P.E.

DATE: 4/17/96
DESIGN: STR
DRAWN: BPS
CHECKED: JWR

SOUTH NAKNEK AIRPORT

AIRPORT LAYOUT PLAN

PLAN VIEW

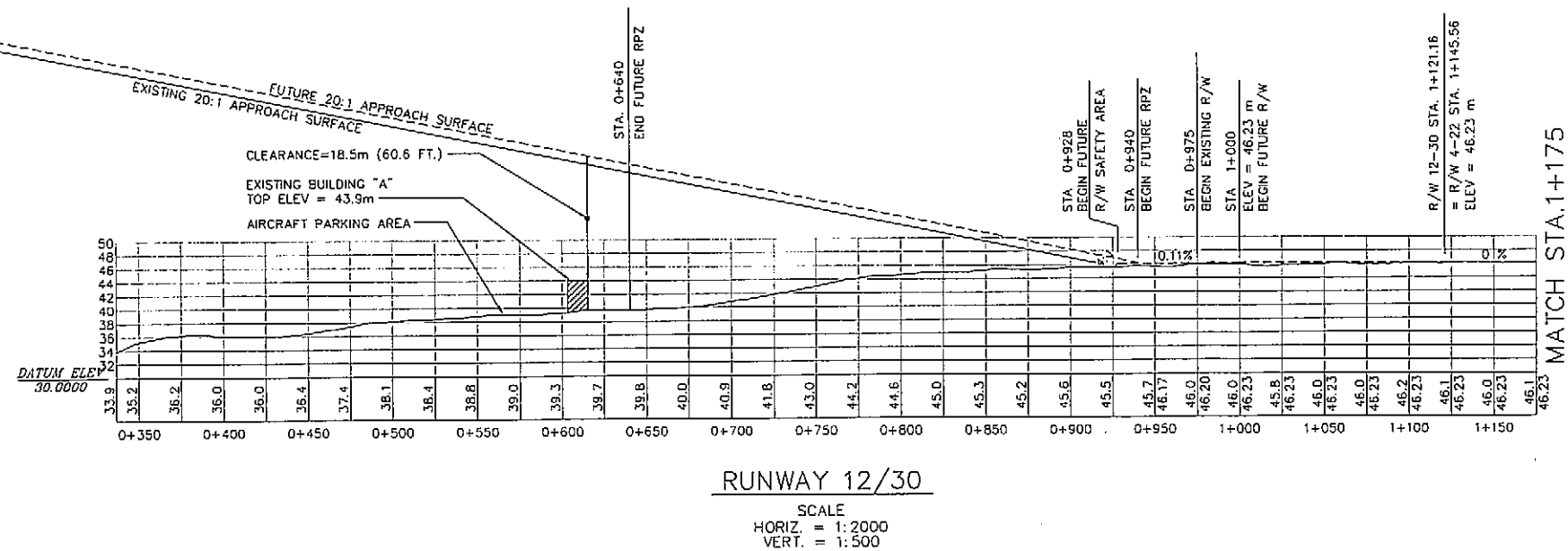
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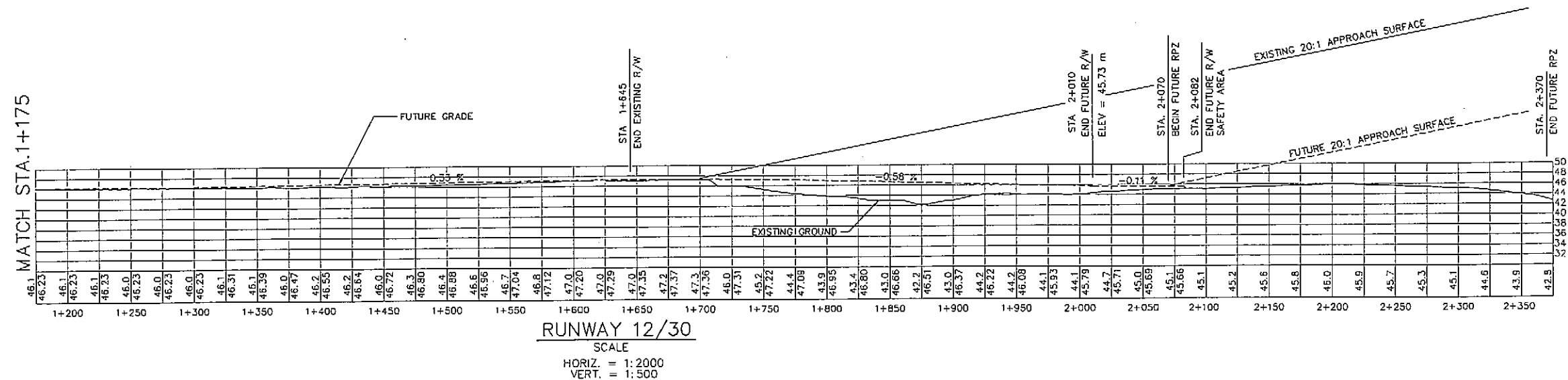
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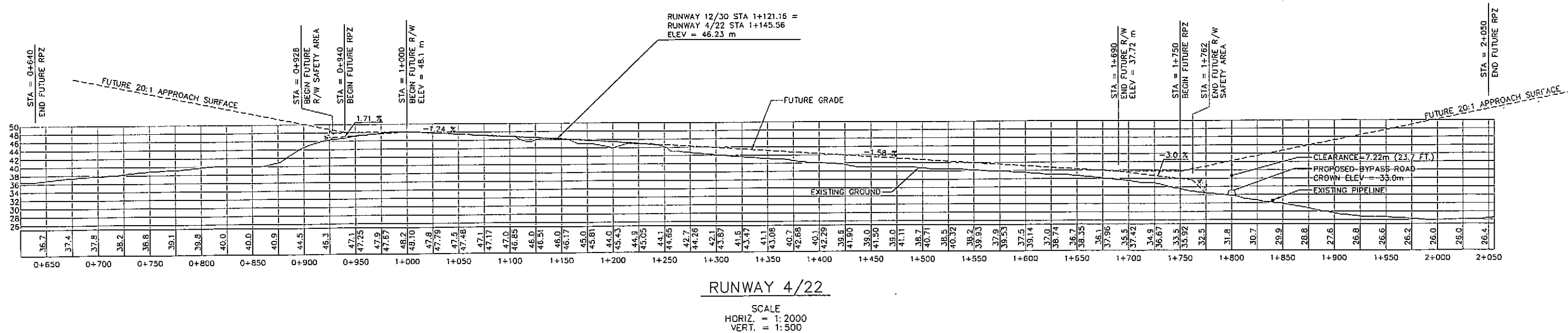


RUNWAY 12/30
SCALE
HORIZ. = 1:2000
VERT. = 1:500



RUNWAY 12/30
SCALE
HORIZ. = 1:2000
VERT. = 1:500

NOTES:
1. ALL DIMENSIONS, ELEVATIONS, AND STATIONS ARE IN METRIC UNITS. ELEVATIONS ARE BASED ON MEAN SEA LEVEL.



RUNWAY 4/22
SCALE
HORIZ. = 1:2000
VERT. = 1:500

THIS PLAN SUPERCEDES PLAN DATED 7/23/79 REVISED TO 3/14/83

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AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

By: *John G. Wahl*
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

DATE: 7-22-70

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED: *Steve Van Horn* DESIGN SECTION CHIEF
STEVE VAN HORN, P.E.

APPROVED: *John G. Wahl* PROJECT MANAGER
JOHN G. WAHL, P.E.

DATE 4/17/96
DESIGN STR
DRAWN *SP*
CHECKED *dc*

SOUTH NAKNEK AIRPORT

AIRPORT LAYOUT PLAN

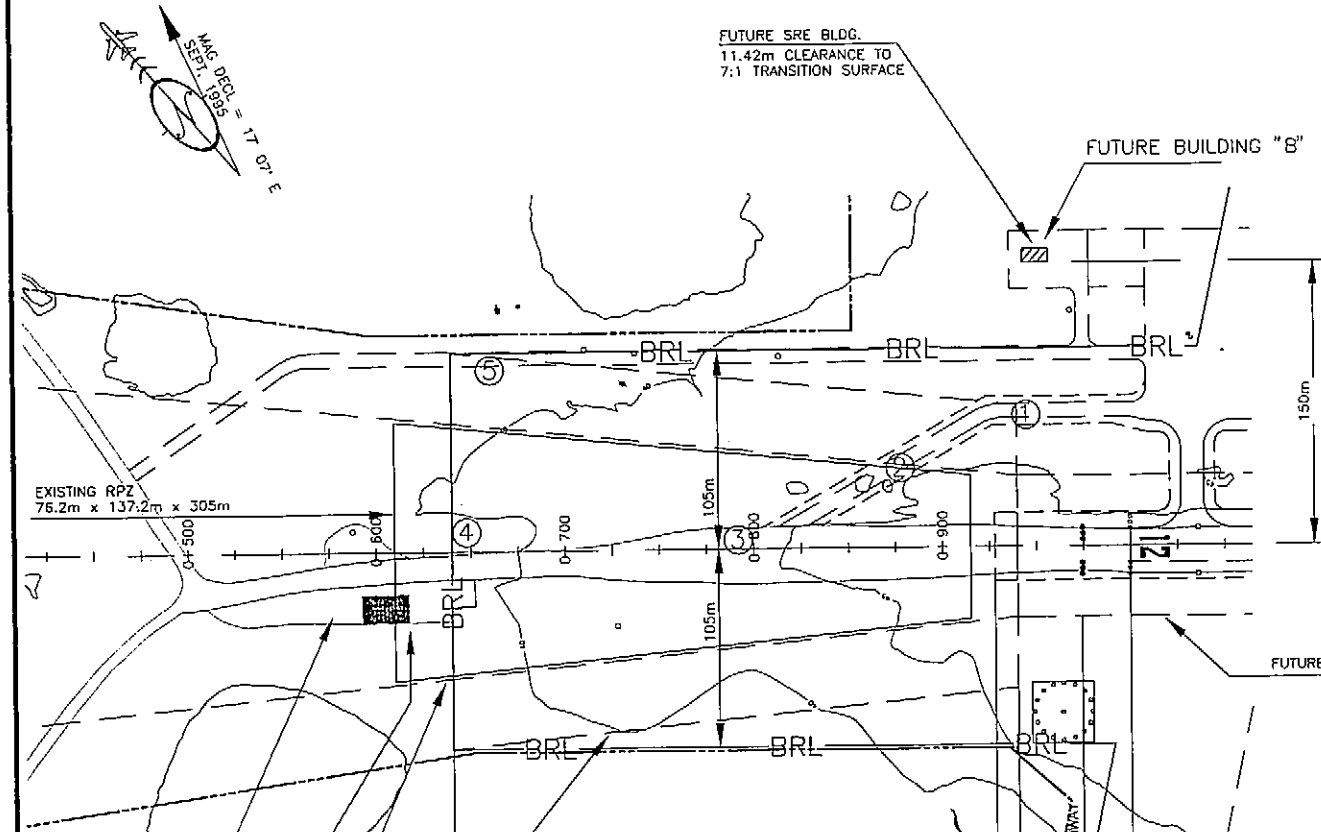
RUNWAY 12/30 AND RUNWAY 4/22 PROFILES

SHEET
4
OF
10

RUNWAY 12/30 APPROACH SURFACE & OBJECT INTERSECTION TABLE							
No	R/W Station	Offset	Description	Object Elev.	Approach Surf Elev	Vertical Clearance	Amount of Penetration
1	0+940	72.0 m LT	Taxiway c/l	44.8 m	51.1 m	6.3 m	0
2	0+876.6	43.9 m LT	Taxiway c/l	44.8 m	52.4 m	7.6 m	0
3	0+800.5	0	Taxiway Inter	44.6 m	53.2 m	8.6 m	0
4	0+640	0	End of RPZ	39.7 m	61.2 m	21.5 m	0
5	0+669	102.0 m LT	Access Rd	40.2 m	65.1 m	24.9 m	0

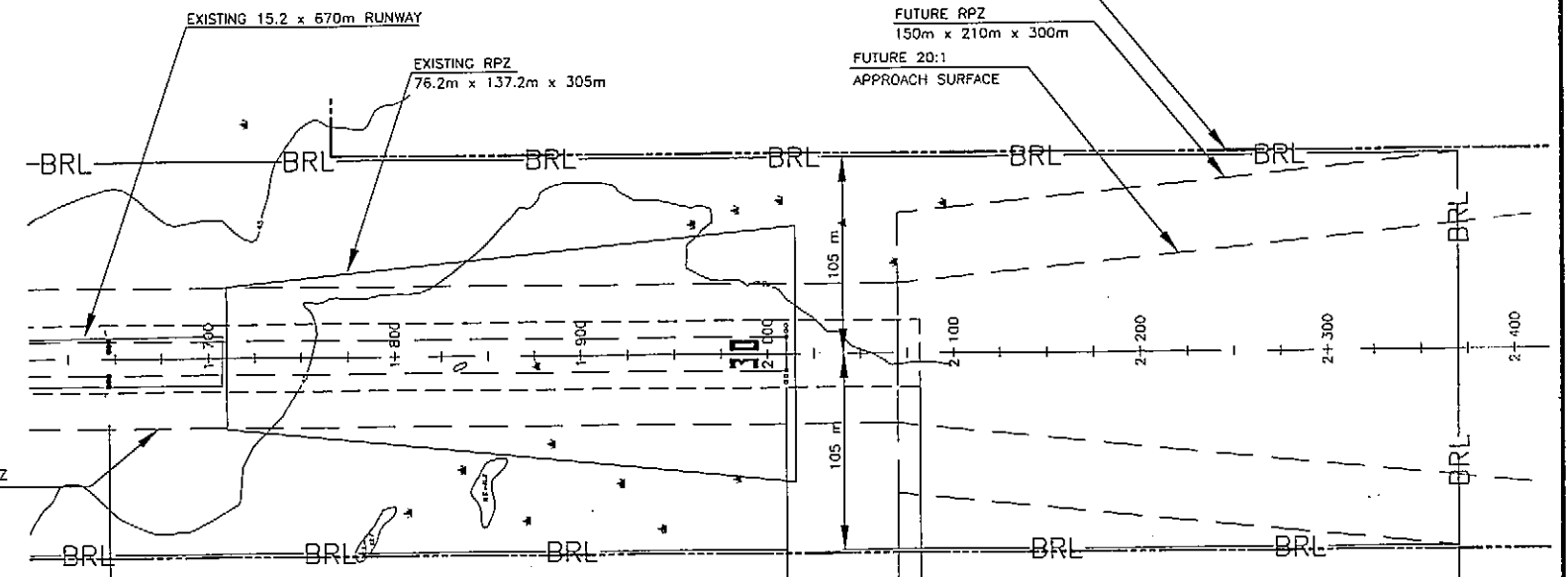
BUILDING SCHEDULE		
#	STRUCTURE	TOP ELEV.
A	EXISTING HANGAR	43.9 m
B	NEW SRE BUILDING	50.8 m

NOTES:
1. ALL CONTOURS, DIMENSIONS, ELEVATIONS, AND STATIONS ARE IN METRIC UNITS. ELEVATIONS ARE BASED ON MEAN SEA LEVEL.



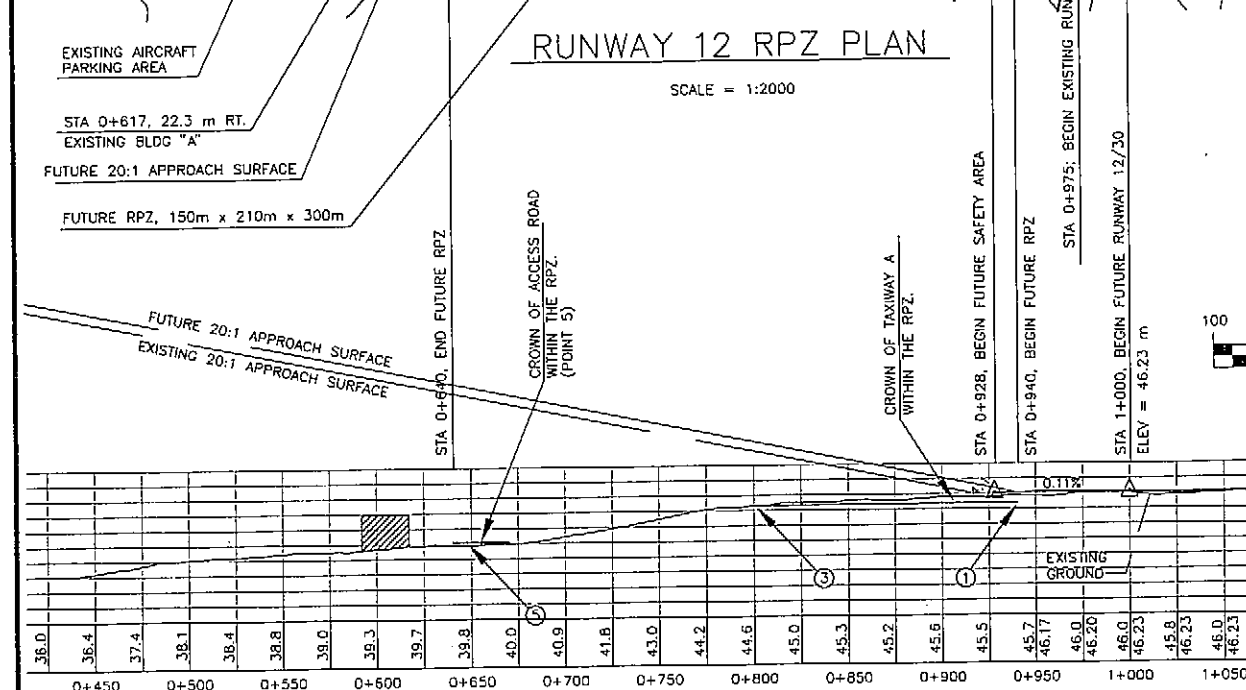
RUNWAY 12 RPZ PLAN

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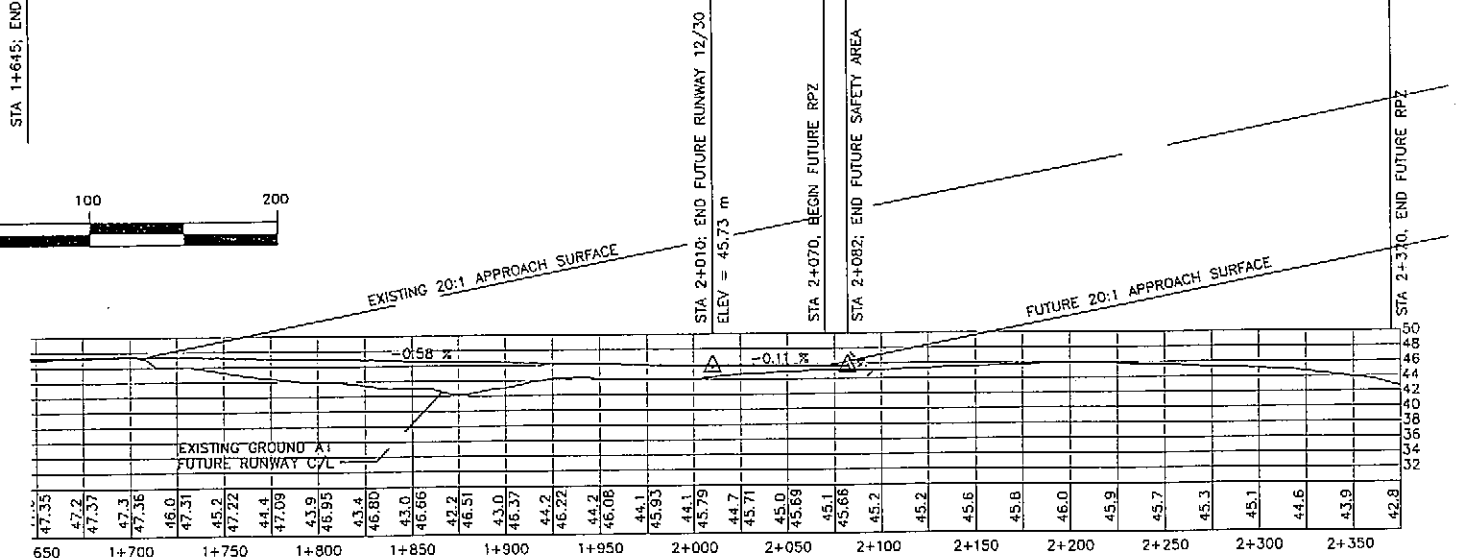
RUNWAY 30 RPZ PLAN

SCALE = 1:2000



RUNWAY 12 APPROACH PROFILE

SCALE
HORIZ. = 1:2000
VERT. = 1:500



RUNWAY 30 APPROACH PROFILE

SCALE
HORIZ. = 1:2000
VERT. = 1:500

THIS PLAN SUPERCEDES PLAN DATED 7/23/79 REVISED TO 3/14/83

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DATE:
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AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

By: *[Signature]*
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-800

DATE: 7-22-96

BY	DATE	REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED: *[Signature]* DESIGN SECTION CHIEF
APPROVED: *[Signature]* PROJECT MANAGER

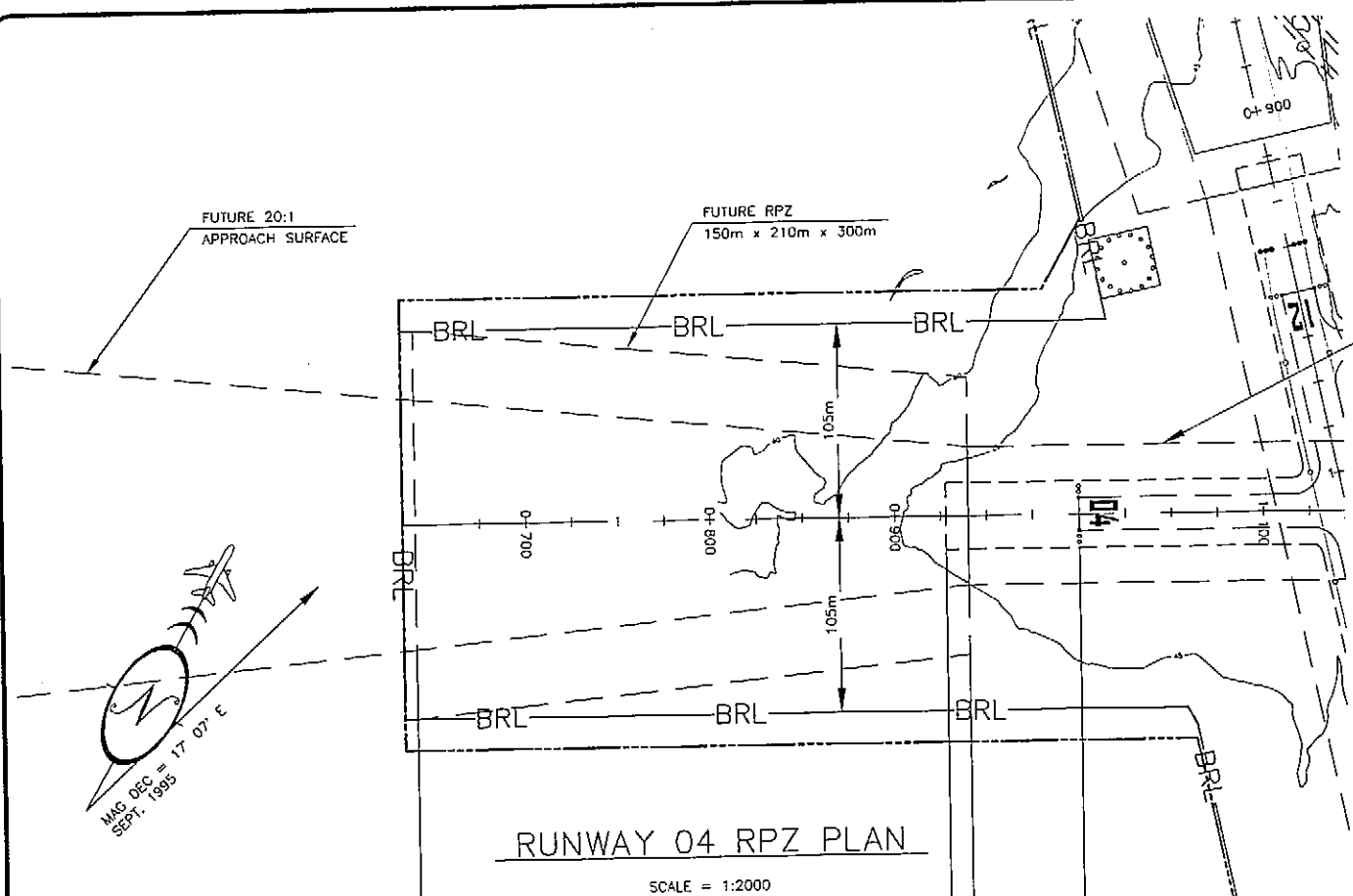
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SOUTH NAKNEK AIRPORT

AIRPORT LAYOUT PLAN

RUNWAY 12/30 RPZ PLAN AND PROFILE

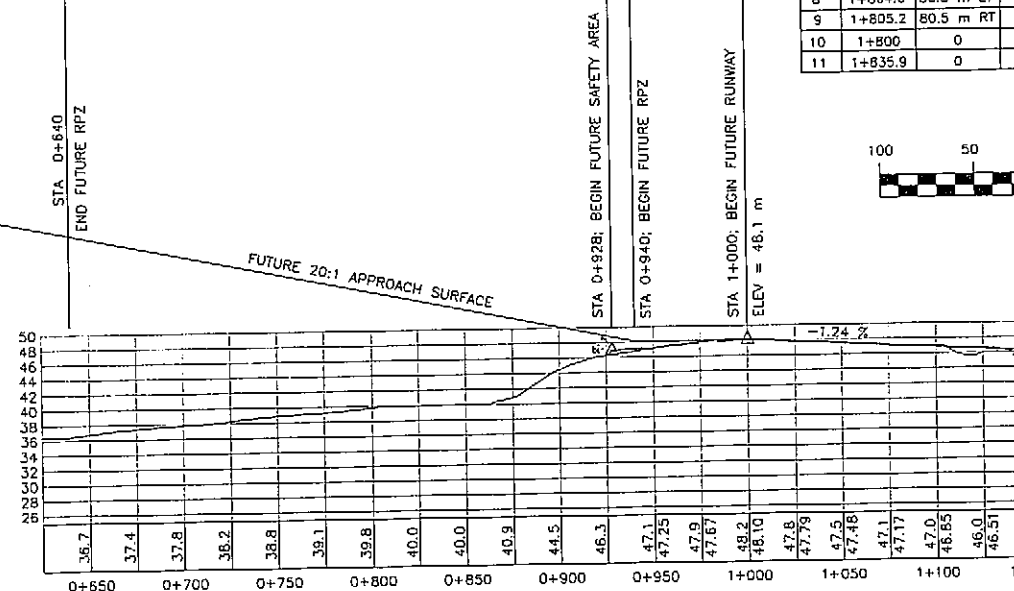
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RUNWAY 04 RPZ PLAN

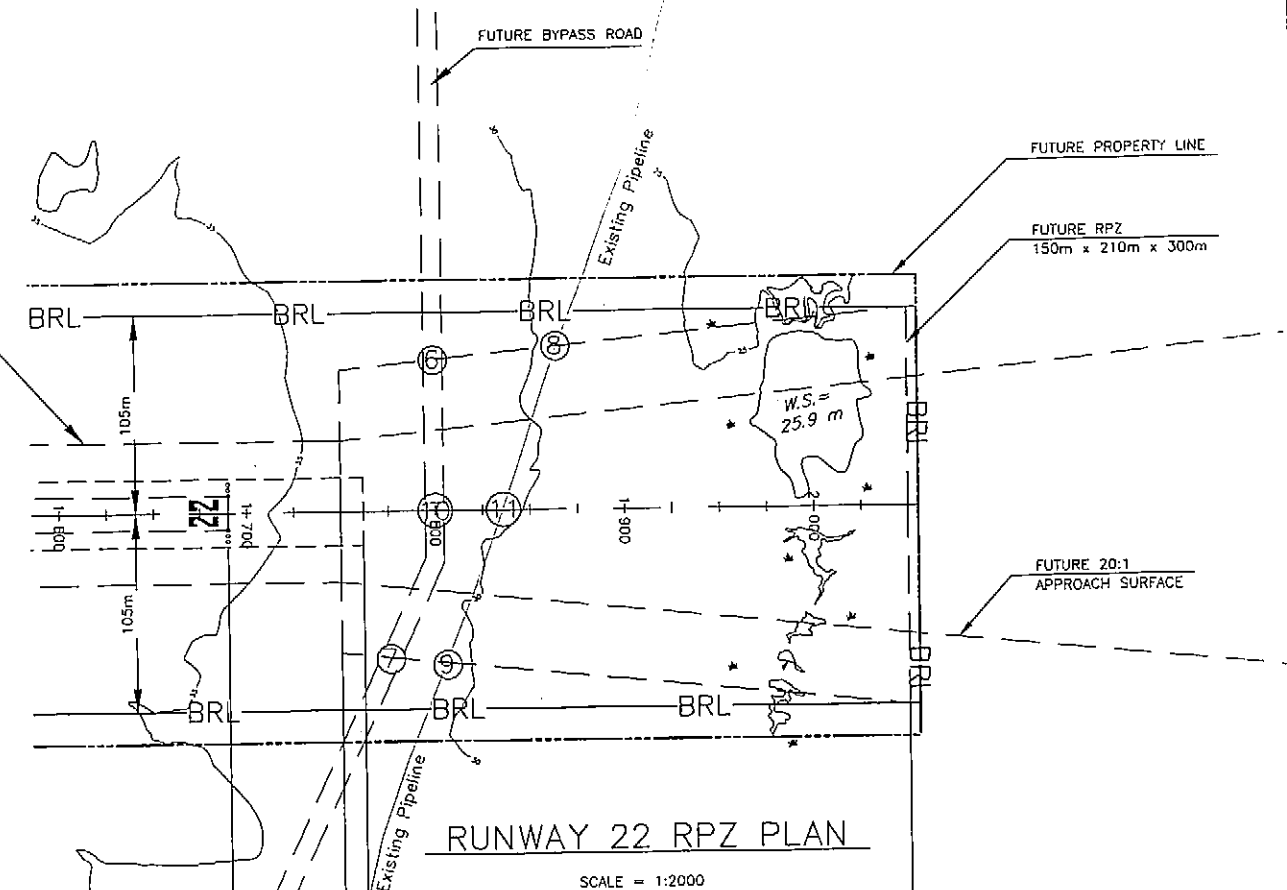
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No	Station	Offset	Description	Object Elev.	Approach Surf. Elev.	Vertical Clearance	Amount of Penetration	Disposition
6	1+800	80.0 m LT	Road	33.0 m	40.2 m	7.2 m	0	n/a
7	1+776	77.6 m RT	Road	33.0 m	39.0 m	6.0 m	0	n/a
8	1+864.6	86.5 m LT	Pipeline	29.4 m	43.4 m	14.0 m	0	n/a
9	1+805.2	80.5 m RT	Pipeline	30.8 m	40.5 m	9.7 m	0	n/a
10	1+800	0	Road	33.0 m	40.2 m	7.2 m	0	n/a
11	1+835.9	0	Pipeline	30.3 m	42.0 m	11.7 m	0	n/a



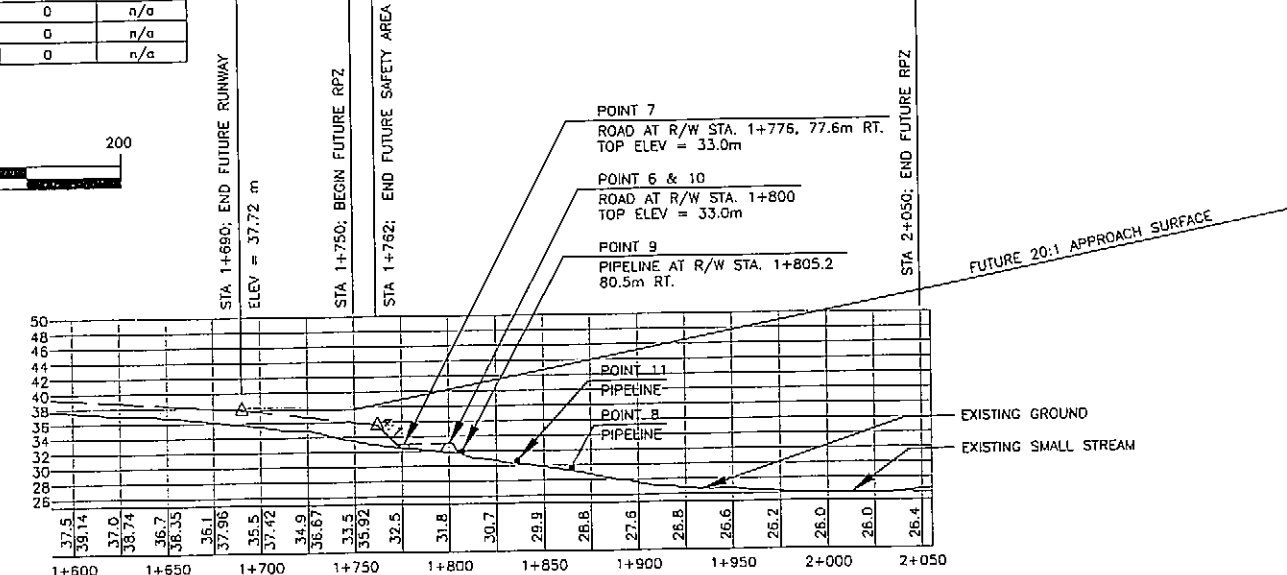
RUNWAY 04 APPROACH PROFILE

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VERT. = 1:500



RUNWAY 22 RPZ PLAN

SCALE = 1:2000



RUNWAY 22 APPROACH PROFILE

SCALE
HORIZ. = 1:2000
VERT. = 1:500

NOTES:

- ALL CONTOURS, DIMENSIONS, ELEVATIONS, AND STATIONS ARE IN METRIC UNITS. ELEVATIONS ARE BASED ON MEAN SEA LEVEL.

THIS PLAN SUPERCEDES PLAN DATED 7/23/79 REVISED TO 3/14/83

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

By: *Steve Van Horn*
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

DATE: 7-27-96

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED: *Steve Van Horn* DESIGN SECTION CHIEF
APPROVED: *John G. Wahl* PROJECT MANAGER

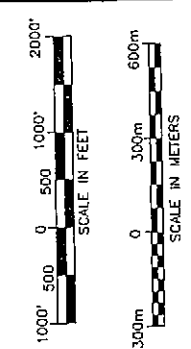
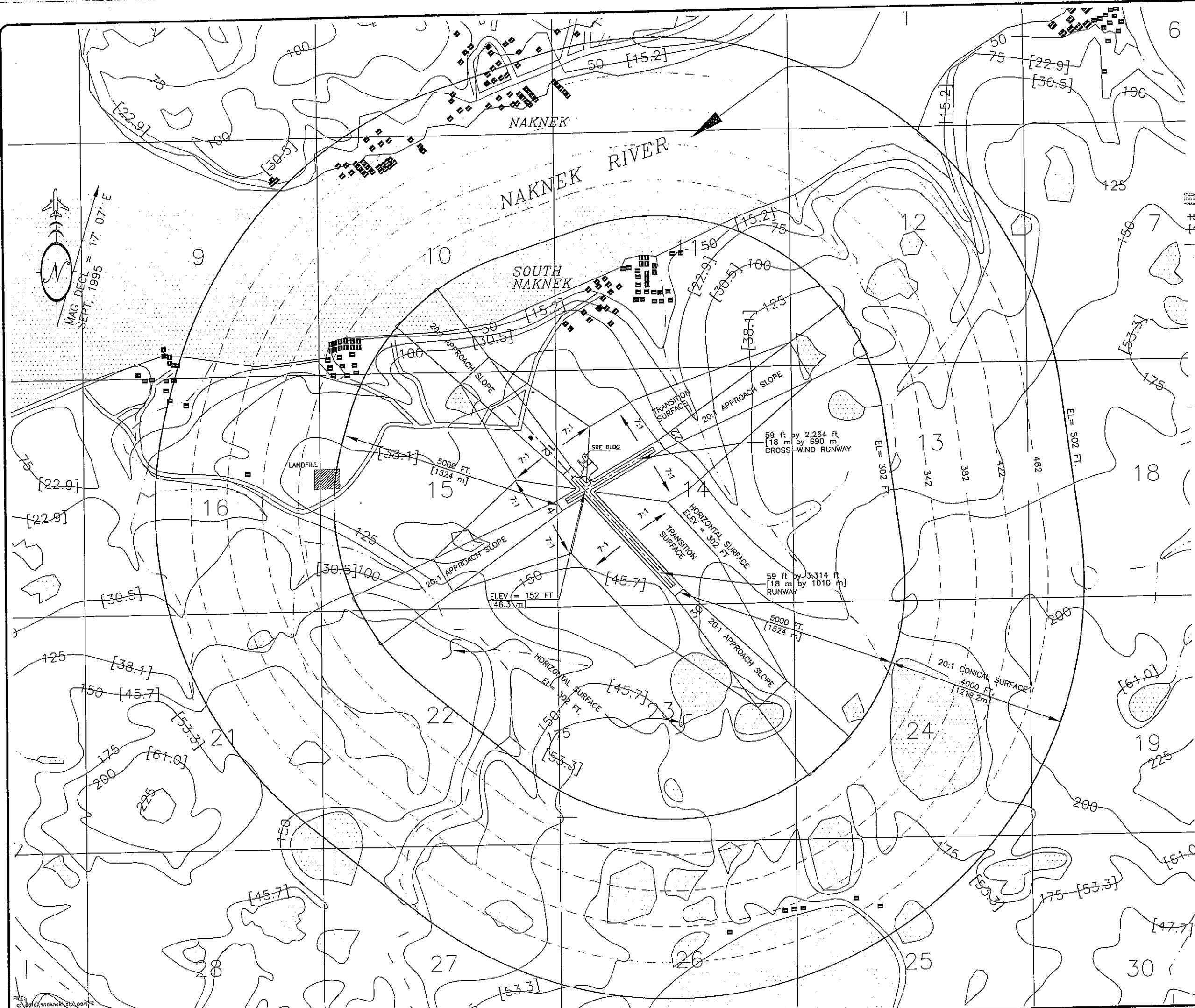
DATE 4/17/96
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CHECKED *SW*

SOUTH NAKNEK AIRPORT

AIRPORT LAYOUT PLAN

RUNWAY 4/22 RPZ PLAN AND PROFILE

SHEET
6
OF
10



LEGEND

- WATER SURFACE
- CONTOURS IN FEET
- CONTOURS IN METERS
- STREAMS
- CONICAL SURFACE CONTOUR

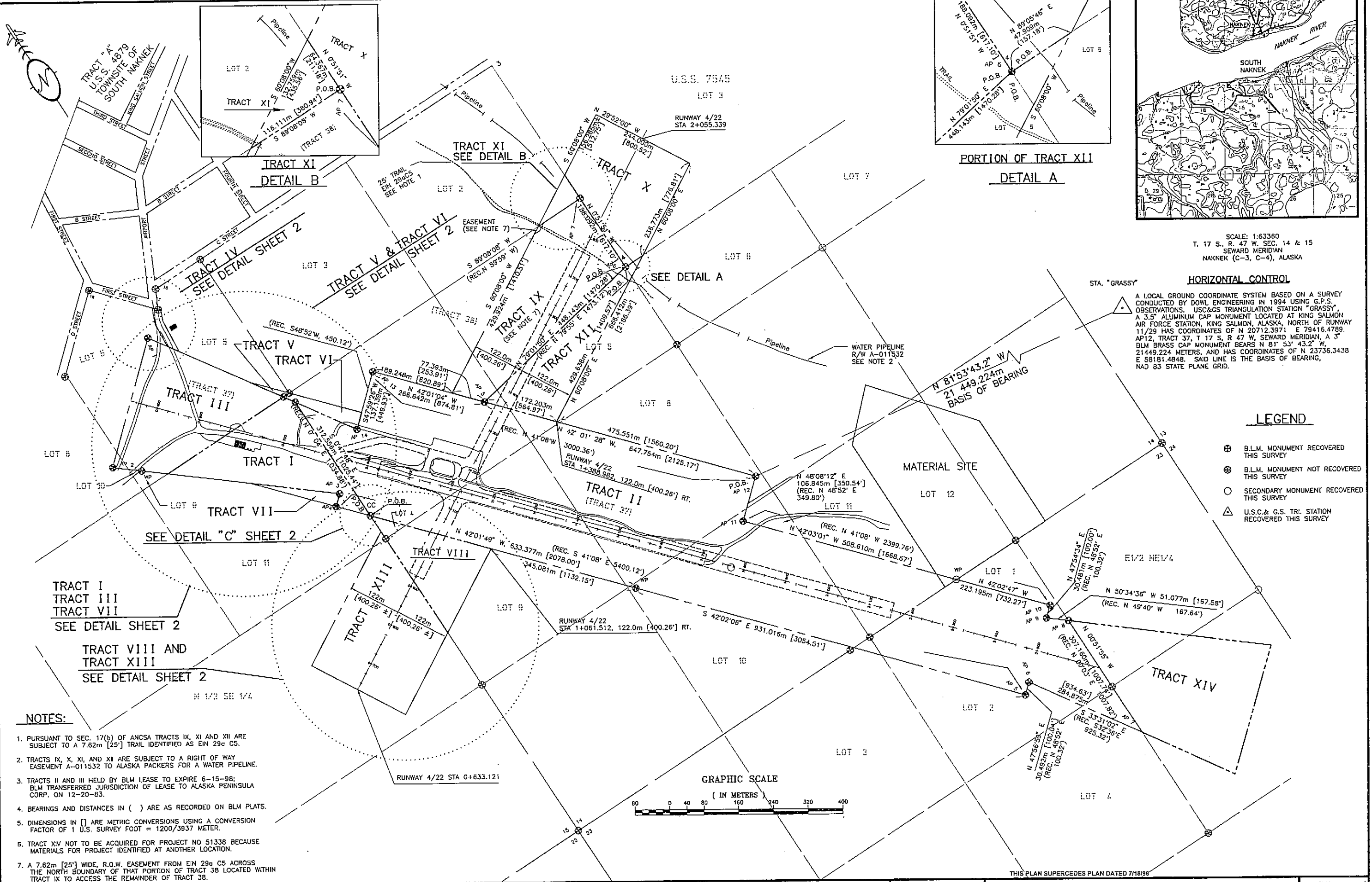
NOTES

1. ESTABLISHED AIRPORT ELEVATION IS 152 FT [46.3 m]
2. CONTOURS & DIMENSIONS ON THIS SHEET ARE IN ENGLISH [METRIC] UNITS.

OBSTRUCTION DATA TABLE			DESCRIPTION
NUMBER	PENETRATION DISTANCE [FEET]	DESCRIPTION	
NONE	NONE		

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL
BY: [Signature]
PAA AIRPORTS DIVISION
ALASKAN REGION, AAL-800
DATE: 7-22-94

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION		DATE: 4/17/96 DESIGN: SFR DRAWN: JH CHECKED: JH BY: [Signature] DATE: [Blank] REVISIONS: [Blank]	
SOUTH NAKNEK AIRPORT AIRPORT LAYOUT PLAN F.A.R. PART 77		APPROVED: [Signature] STEVE VAN HORN, P.E. PROJECT MANAGER	



- NOTES:**
1. PURSUANT TO SEC. 17(b) OF ANCSA TRACTS IX, XI AND XII ARE SUBJECT TO A 7.62m [25'] TRAIL IDENTIFIED AS EIN 29a C5.
 2. TRACTS IX, XI, AND XII ARE SUBJECT TO A RIGHT OF WAY EASEMENT A-011532 TO ALASKA PACKERS FOR A WATER PIPELINE.
 3. TRACTS II AND III HELD BY BLM LEASE TO EXPIRE 6-15-98; BLM TRANSFERRED JURISDICTION OF LEASE TO ALASKA PENINSULA CORP. ON 12-20-83.
 4. BEARINGS AND DISTANCES IN () ARE AS RECORDED ON BLM PLATS.
 5. DIMENSIONS IN [] ARE METRIC CONVERSIONS USING A CONVERSION FACTOR OF 1 U.S. SURVEY FOOT = 1200/3937 METER.
 6. TRACT XIV NOT TO BE ACQUIRED FOR PROJECT NO 51338 BECAUSE MATERIALS FOR PROJECT IDENTIFIED AT ANOTHER LOCATION.
 7. A 7.62m [25'] WIDE, R.O.W. EASEMENT FROM EIN 29a C5 ACROSS THE NORTH BOUNDARY OF THAT PORTION OF TRACT 38 LOCATED WITHIN TRACT IX TO ACCESS THE REMAINDER OF TRACT 38.

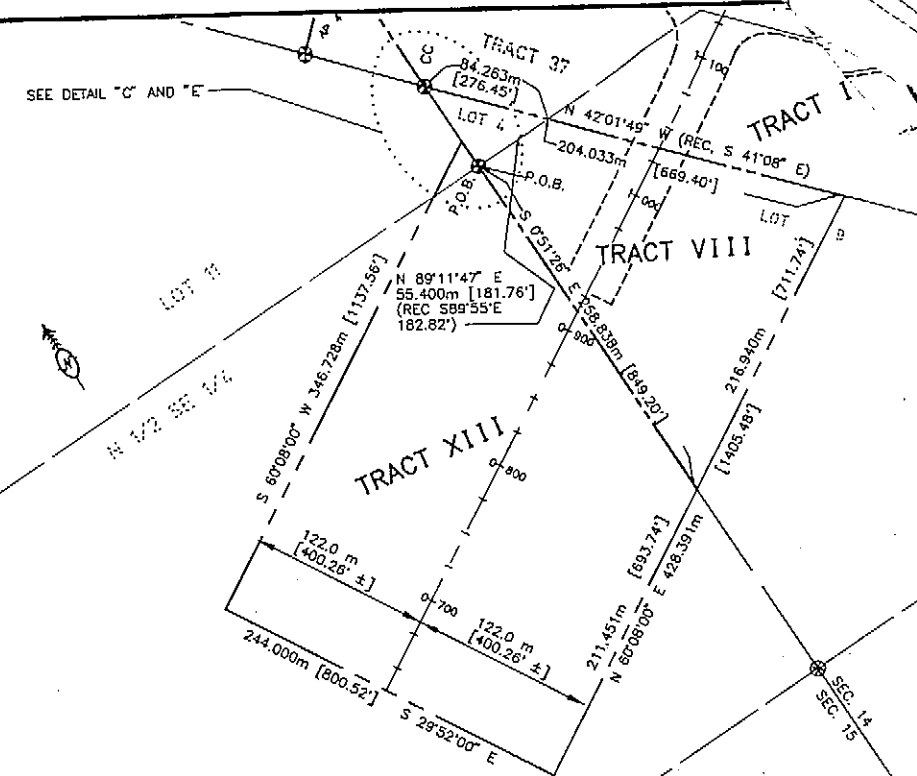
FILE: g:\data\naknek\alp\prop1a1 DATE: 07/18/96 1=1 daveb	APPROVED: By: _____ FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-600 DATE: _____	BY: _____ DATE: _____ REVISIONS: _____	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION APPROVED: <i>[Signature]</i> STEVE VAN HORN, P.E. DESIGN SECTION CHIEF APPROVED: <i>[Signature]</i> JOHN G. WAHL, P.E. PROJECT MANAGER	DATE: 8/14/96 DESIGN: <i>[Signature]</i> DRAWN: <i>[Signature]</i> CHECKED: <i>[Signature]</i>	SOUTH NAKNEK AIRPORT AIRPORT LAYOUT PLAN PROPERTY PLAN (SHEET 1 OF 2)	SHEET 8 OF 10
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PROPERTY ACQUISITION STATUS

TRACT	HECTARES [ACRES]			OWNERSHIP	INTEREST	DATE ACQUIRED	FUNDING SOURCE	DESCRIPTION
	TAKE	LARGER	REMAINDER					
I	4.91 [12.13]	4.91 [12.13]	0	APC* (SURFACE) BBNC* (SUBSURFACE)	FEE SIMPLE TITLE	8/16/96	AIP 3-02-0186-01	PORTION TRACT 37, T.17S., R.47W., S.M.
II	48.19 [119.07]			DOT & PF (SURFACE)	FEE SIMPLE TITLE	8/7/96		PORTION TRACT 37, T.17S., R.47W., S.M.
III	6.45 [15.93]			DOT & PF (SURFACE)	FEE SIMPLE TITLE	1/30/81		PORTION TRACT 37, T.17S., R.47W., S.M.
IV	0.18 [0.45]	8.46 [20.90]	8.28 [20.45]	DCRA* (SURFACE)	GRANT OF R.O.W. EASEMENT	8/1/96	AIP 3-02-0186-01	PORTION LOT 5, SEC. 15, T.17S., R.47W., S.M.
V	0.06 [0.14]	8.46 [20.90]	8.40 [20.76]	DCRA* (SURFACE)	30 YEAR LEASE	8/1/96	AIP 3-02-0186-01	PORTION LOT 5, SEC. 15, T.17S., R.47W., S.M.
VI	0.47 [1.16]			APC* (SURFACE) BBNC* (SUBSURFACE)	FEE SIMPLE TITLE	8/16/96	AIP 3-02-0186-01	PORTION TRACT 38, T.17S., R.47W., S.M.
VII	7.32 [18.10]	14.90 [36.82]	7.11 [17.56]	APC* (SURFACE) BBNC* (SUBSURFACE)	FEE SIMPLE TITLE	8/7/96	AIP 3-02-0186-01	PORTION LOT 11, SEC. 15, T.17S., R.47W., S.M.
VIII	0.31 [0.77]	60.64 [149.84]	53.52 [132.24]	GUY Groat (HEIRS)	FEE SIMPLE TITLE	TO BE ACQUIRED	AIP 3-02-0186-01	PORTION N 1/2 SE 1/4, SEC. 15, T.17S., R.47W., S.M.
IX	6.81 [16.83]	33.01 [81.57]	29.95 [74.02]	GUY Groat (HEIRS)	FEE SIMPLE TITLE	TO BE ACQUIRED	AIP 3-02-0186-01	LOT 4 & PORTION LOT 9, SEC. 14, T.17S., R.47W., S.M.
X	3.06 [7.55]	62.72 [154.98]	57.32 [141.54]	DCRA* (SURFACE)	30 YEAR LEASE	8/1/96	AIP 3-02-0186-01	PORTION LOT 3, U.S. SURVEY 7545, T.17S., R.47W., S.M.
XI	5.40 [13.34]	29.64 [73.24]	29.27 [72.32]	DCRA* (SURFACE)	30 YEAR LEASE	8/1/96	AIP 3-02-0186-01	PORTION LOT 2, SEC. 14, T.17S., R.47W., S.M.
XII	0.37 [0.92]	92.56 [228.72]	88.76 [219.32]	DCRA* (SURFACE)	30 YEAR LEASE	8/1/96	AIP 3-02-0186-01	PORTION LOT 5 & 6, SEC. 14, T.17S., R.47W., S.M.
XIII	3.80 [9.40]			BBNC* (SUBSURFACE)	NON-DEVELOPEMENT COVENANT	8/7/96	AIP 3-02-0186-01	PORTION E 1/2 NE 1/4, SEC. 23, T.17S., R.47W., S.M.
XIV (SEE NOTE 3)								

* DCRA=DIVISION OF COMMUNITY AND REGIONAL AFFAIRS
BBNC=BRISTOL BAY NATIVE CORPORATION
APC=ALASKA PENINSULA CORPORATION

** SEE NOTE 3 ON PROPERTY PLAN SHEET 1.



TRACT VIII AND TRACT XIII DETAIL
GRAPHIC SCALE

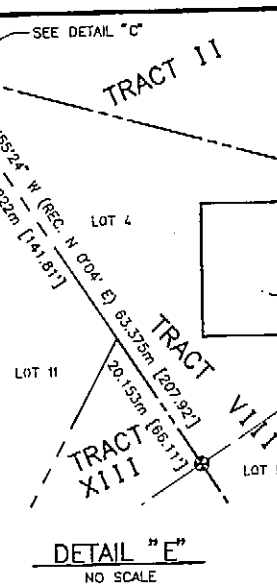
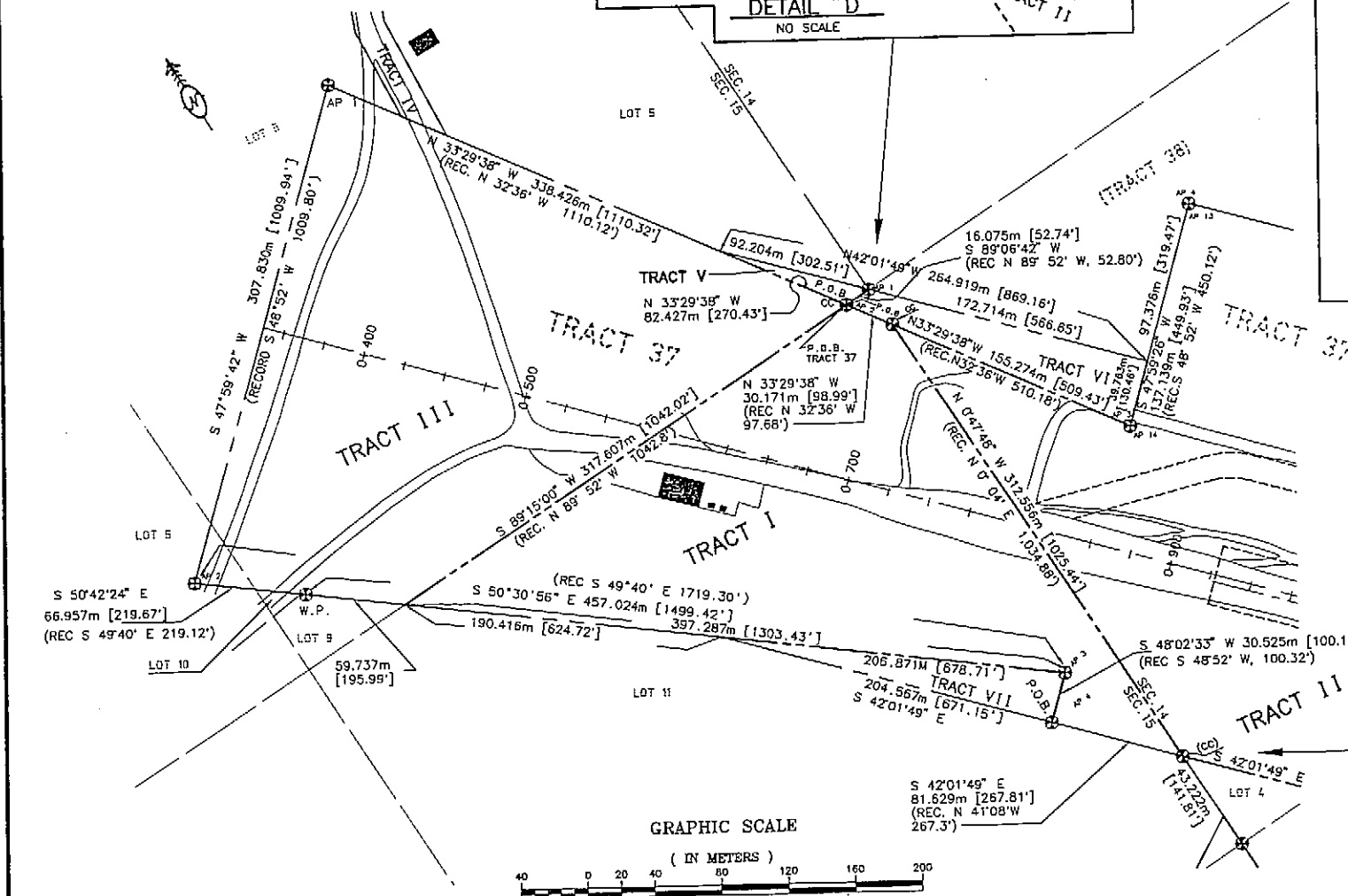


LEGEND

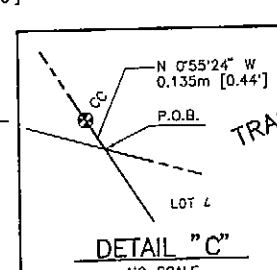
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- ⊙ B.L.M. MONUMENT NOT RECOVERED THIS SURVEY
- SECONDARY MONUMENT RECOVERED THIS SURVEY

NOTES:

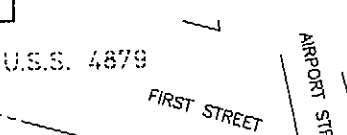
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- BEARING & DISTANCES IN () ARE AS RECORDED BY BLM.
- TRACT XIV NOT TO BE ACQUIRED FOR PROJECT No. 51338 BECAUSE MATERIALS FOR PROJECT IDENTIFIED AT ANOTHER LOCATION.



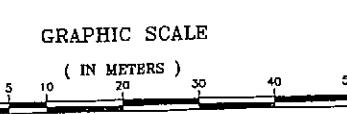
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TRACT III DETAIL
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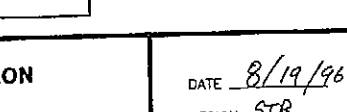
TRACT IV DETAIL
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TRACT V DETAIL
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TRACT VI DETAIL
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TRACT VII DETAIL
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AIRPORT LAYOUT PLAN APPROVED

By:
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

DATE:

BY DATE

REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED:
STEVE VAN HORN, P.E. DESIGN SECTION CHIEF
APPROVED:
JOHN G. WAHL, P.E. PROJECT MANAGER

DATE 8/19/96
DESIGN STR
DRAWN DJG
CHECKED LH

SOUTH NAKNEK AIRPORT

AIRPORT LAYOUT PLAN
PROPERTY PLAN (SHEET 2 OF 2)
DETAILS AND TABLES

SHEET

9

OF

10

SOUTH NAKNEK AIRPORT
AIRPORT LAYOUT PLAN NARRATIVE REPORT

A. Purpose

This Narrative Report is included with the Airport Layout Plan for South Naknek, Alaska in accordance with Federal Aviation Administration (FAA) Airport Design Advisory Circular 150/5300-13, Appendix 7. The design of this project is being completed in SI (metric) units and all measurements and units are in accordance with ASTM E 380-93. Metric dimensions for future construction items are in accordance with FAA AC 150/5300-13. English dimensions are approximate except when used for existing conditions and are for information only. The rationale for improvements on the South Naknek Airport are outlined in this report.

B. Introduction

The South Naknek Airport is located directly south of and across the Naknek River from the city of Naknek, Alaska and approximately 24 kilometers (15 miles) southwest of King Salmon, Alaska. The airport is approximately 1000 meters (3000 feet) south of the village of South Naknek. The original airport was built by the State of Alaska in 1967. Transportation to the community is accomplished by air and seasonal river access. Air transport serves as the sole year round mode of transportation to South Naknek. The only high school in the area to serve students in grades 9-12 is located across the river in Naknek. Students in the village of South Naknek are transported by air taxi to Naknek during the school year to attend school.

The community had a permanent population of approximately 135 persons in 1990 and 147 in 1993. Department of Labor records indicate a 2% population growth rate for the period from 1980 to 1993. The same growth rate is used in this report to determine future projections and forecasts.

Mark Air Express and Peninsula Air have daily scheduled flights from Naknek or King Salmon to South Naknek. Charter flights are available from King Air, Egil Air, and Peninsula Air. King Air also transports school children from South Naknek to Naknek and returning to South Naknek on each school day during the year.

C. Airport Usage and Forecasts

The Alaska Aviation System Plan (AASP) has designated this airport as a community class which is defined as the primary access to a small rural community of at least 25 permanent year round residents, without reliable alternate year round access.

Air taxi operators based in King Salmon and Naknek and locally owned aircraft are the primary source of aircraft operations at the airport. Non-local itinerant aircraft account for a small percentage of operations. For the 1994 calendar year, air taxi operators reported a total of 1,895 enplanements at the South Naknek airport. This number is known to be under-estimated based on the number of school children transported on a daily basis. There are currently twenty three school children transported to Naknek per day which translates into 4,250 enplanements per year.

The number of scheduled and charter flights varies from day to day depending on demand. Results of a recent survey of Naknek based air taxi operators revealed there are twenty-four (24) scheduled flights and an average of twenty-five (25) charter flights per week to the community of South Naknek. In addition, there are an average of twenty (20) flights per week of local aircraft and two (2) flights per week of non-local itinerant aircraft using the airport. Transport of the school children accounts for forty (40) flights per week. At this rate of 71 flights per week for the full year and 40 flights per week for a thirty-seven (37) week school year, and with two operations per flight, a total of 10,300 operations are performed per year at the present time.

A total of 15,000 aircraft operations were reported for the 12 month period ending August 22, 1993 on the Airport Master Record (FAA Form 5010). It is presumed that the data on this form is incorrect due to inaccurate records. Current estimates indicate 2,500 scheduled air taxi, 2,600 non-scheduled air-taxi charter, 3,000 school related, and 2,200 operations from local and itinerant aircraft for the calendar year 1995. Using a growth rate of 2% per year (1.02 n where n equals the number of years), 12,535 annual operations are estimated by the year 2005. Table One lists a forecast of future aircraft operations based on current conditions.

TABLE ONE FORECAST OF FUTURE OPERATIONS				
ITEM	0-5 yrs	6-10 yrs	11-20 yrs	21-30 yrs
Total Annual Operations	10,300	12,555	15,305	
Annual Local Operations	4,960	6,045	7,370	
Annual Itinerant Operations	5,340	6,510	7,935	
Annual Enplanements	6,150	7,500	9,140	
Annual Instrument Approaches	0	0	0	
Annual Operations (current critical aircraft)	*	*	*	
Annual Operations (future critical aircraft)	*	*	*	
Annual Scheduled Operations	2,500	3,050	3,715	
Annual Non-scheduled Operations	7,800	9,505	11,590	

* No data available

There are seven permanently based aircraft in South Naknek at this time. The airport is currently served by air taxi operators with single engine aircraft within the Airplane Category A-1, similar to the Cessna 207. Twin engine aircraft similar to the Piper Navajo use the South Naknek Airport occasionally. As upgrades are completed to the runway, light-twin aircraft similar to the Piper Navajo and Cessna 402 are expected to become more prevalent with air taxi operators. As other local community airports become upgraded to Category B-1, small twin-engine aircraft are expected to become the primary aircraft serving the area. The most critical aircraft to use the airport will be aircraft in the B-1 category.

D. Stages Development

Development of the South Naknek Airport will be accomplished in staged increments of near-term (0-5 years), mid-term (6-10 years), and long-term (11-20 years). The primary requirement for the improvements on this airport is to construct a new crosswind runway to Category B-1 standards, and bring the existing runway up to Category B-1 standards.

Near-Term (0-5 years) Development

Near-term development will bring the existing runway into compliance with B-1 airport standards and construct a crosswind runway to B-1 standards. Work will include increasing the length and width of the existing runway and safety areas and constructing a new crosswind runway, new taxiways, a new apron, access roads to the new apron and around airport property, and aircraft support areas. New lighting, wind cones, segmented circle, and an equipment storage building will also be constructed.

Near-Term Work

- Construct embankment to expand the existing 30.5 by 792.5 meter (100 by 2600 ft) runway safety area to 36 by 1,154 meters (118 by 3,786 ft) and gravel surface on 18 by 1,010 meter (59 by 3,314 ft) runway.
- Construct embankment for a new runway safety area measuring 36 by 834 meters (118 by 2,735 ft) and gravel surface on 18 by 690 meter (59 by 2,264 ft) crosswind runway.
- Construct embankment for a 24 by 72 meter (79 by 236.2 ft) taxiway safety area and gravel surface a 12 by 72 meter (39.4 by 236.2 ft) taxiway to exit Runway 12/30.
- Construct embankment for a 24 by 128 meter (79 by 420 ft) taxiway safety area and gravel surface a 12 by 128 meter (39.4 by 420 ft) taxiway to exit Runway 4/22.
- Construct embankment for a 15 by 227 meter (49.2 by 745 ft) taxiway safety area and gravel surface a 7.5 by 227 meter (24.6 by 745 ft) taxiway for aircraft access between the new apron and the existing aircraft parking area.
- Construct embankment for a 5,200 sq meter (55,975 sq ft) apron, on 1,830 sq meter (19,700 sq ft) aircraft support area, and a 1,025 sq meter (11,030 sq ft) pad for the segmented circle.
- Construct embankment for a 1200 sq meter (12,915 sq ft) maintenance yard.
- Construct embankment for a 7.3 by 556 meter (24 by 1,840 ft) long access road between the apron and existing village road.
- Other work will include the installation of medium intensity lighting along the runways and taxiways, construction of a new snow removal equipment building, a rotating beacon, installation of a segmented circle with lighted wind cone and two unlighted windcones, and the purchase of a new motor grader.

Mid-Term (6-10 years) Development

Mid-term development will include placement of additional embankment to expand the apron; and regrading the apron area, the taxiways, and the runways. Future plans call for the construction of a road from the village around the east end of Runway 4/22 along the alignment of an existing 17-b trail easement to access land south of the airport.

Mid-Term Work

- Placement of additional embankment for expanding the apron.
- Regrade the runways, taxiways, and apron area.
- Construct embankment for a 5 m by 1,500 m long access road to bypass the airport.

Long-Term (11-20 years) Development

Long-term development will bring Runway 12/30 into compliance with B-II airport standards. The runway length will be increased to 1,160 meters (3,805 ft) to accommodate aircraft with 10 or more passengers. Work will include increasing the length and width of the runway and safety areas. Taxiways constructed during near-term development will satisfy the offset distances required for the B-II category.

E. Design Rationale

The major needs for this airport are to add a crosswind runway and upgrade existing facilities to current standards. Occasional high crosswinds make daily air operations hazardous for school children. The safe transportation of students to Naknek is a major concern of the local citizens. On windy days, aircraft cannot take-off or land at South Naknek due to strong cross-winds and children are unable to attend school. Parents are concerned that children will not receive the benefits of a complete education when school days are missed. The crosswind runway is considered necessary to provide safe transport of school children.

1. Airport Reference Code

The existing runway is designed to A-1 standards. Near term development will be designed for B-1 standards. Both runways will be constructed to current B-1 Airport Reference Code standards.

2. Wind Coverage

There is no wind data available for the South Naknek area. A wind coverage analysis was completed for South Naknek using data from the King Salmon area during the period from 1984 to 1994. This provides the best data for a wind coverage analysis. Using the King Salmon data, wind coverage was found to be 94.7% on both runways with a 10.5 knot crosswind component for Aircraft Approach Categories A and B. This nearly meets the FAA's recommended 95% coverage. The crosswind alignment is oriented based on local pilots recommendation at this location.

3. Runways

Runway 12/30 is 15.2 meters (50 ft) wide by 670.6 meters (2200 ft) long. It has a 100 mm (4") gravel surface and is lighted. The existing safety area is 30.5 meters (100 ft) wide by 792.5 meters (2600 ft) long. The runway profile is acceptable to the current standards.

The length of Runway 12/30 is being extended to 1,010 meters (3,314 ft) to accommodate 100% of small aircraft with less than 10 passenger seats. This length is necessary for reasonable safety standards based on the expected use of the airport. The length of Runway 4/22 will be limited to 690 meters (2,264 ft) because of terrain conditions. Runway 4/22 will accommodate 75% of small airplanes with less than 10 passenger seats.

Near term development will upgrade Runway 12/30 to 18 meters (59 ft) wide and 1,010 meters (3,314 ft) in length. Runway construction will consist of a suitable base and a 250 mm (9 inch) gravel surface. The safety area dimensions will be 36 meters (118 ft) wide and 1,154 meters (3,786 ft) long and will extend 72 meters (236 ft) beyond each runway end. The crosswind Runway 4/22 will be constructed to 18 meters (59 ft) wide and 690 meters (2,264 ft) in length. The safety area dimensions will be 36 meters (118 ft) wide and 834 meters (2,736 ft) in length and will extend 72 meters (236 ft) beyond each runway end. Medium intensity lighting will be installed on both runways.

4. Taxiways

There is one existing taxiway (designated as future Taxiway B) which exits from Runway 12/30 and is approximately 10 by 60 meters (30 by 200 ft) in size. This taxiway will be constructed to 12 meters (39.4 ft) wide by 72 meters (236 ft) long to exit from Runway 12/30 approximately 98 meters (289 ft) north of where both runways intersect. This taxiway safety area will be 24 meters (79 ft) wide. The safety area dimension is standard for Airplane Design Group II. The larger safety area width is being constructed during near-term development to satisfy the long-term development planned and to increase safety during frequent icy and windy conditions. Another taxiway (designated as future Taxiway A) will exit from Runway 4/22 approximately 73 meters (240 ft) east of the runway intersections. Taxiway A will be constructed to a 12 meter (39.4 ft) width for the first 128 meters (420 ft) in length and extend to the north edge of the apron. The safety area on this portion of Taxiway A will be 24 meters (79 ft) wide. Taxiway A will then continue to the north for another 227 meters (745 ft) at the standard width of 7.5 meters (24.6 ft) and connect to the existing taxiway north of Runway 12/30 to provide access to the aircraft parking area and a private hangar. The safety area width on this portion of the taxiway will be the standard 15 meters (49.2 ft).

Aircraft currently taxi off the north end of Runway 12/30 through the runway safety area extension. Future development will stop this activity by forcing aircraft to exit the runways and taxi down Taxiway "A" to access the private hangar and parking area north of the runway.

5. Aircraft Parking Area

The existing apron is 38 meters (125 ft) wide and 115 meters (375 ft) in length. Part of this apron will become Taxiway A and a new apron will be constructed in a different location to satisfy the runway centerline to aircraft parking distance for each runway. The distance from runway centerline to the edge of the apron for Runway 12/30 will satisfy the requirements for the B-II category. The new apron will measure 62.5 meters (205 ft) by 85 meters (278 ft) for an area of 5,312 sq. meters (57,185 sq. ft). This aircraft parking area will meet the guidelines of the AASP for community class airports. An additional aircraft support area measures 30 meters (100 ft) by 61 meters (200 ft). Two aircraft tie-downs are proposed for the apron.

6. Access Roads

A new access road will be constructed from the existing village road to the proposed apron location for access to the aircraft parking area. This road will be approximately 550 meters (1,840 ft) in length and 7.3 meters (24 ft) wide.

South Naknek Airport Design Standards Runway 12/30 and 4/22						
ITEM	Existing		Standard		Future	
	SI	FEET	SI	FEET	SI	FEET
Runway 12/30 Length	670.5	2,200	1,010	3,314	1,010	3,314
Runway 12/30 Width	15.2	50	18	59	18	59
Runway 4/22 Length	n/a	n/a	690	2,264	690	2,264
Runway 4/22 Width	n/a	n/a	18	59	18	59
R/W Safety Area Width (both)	30.5	100	36	118.1	36	118.1
Runway Safety Area Length						
Beyond Runway Ends (both)	61	200	72	236.2	72	236.2
Runway OFA Width (both r/w's)	76.2	250	120	393.7	120	393.7
Runway OFA Length Beyond Runway Ends (both runways)	61	200	72	236.2	72	236.2
Taxiway "A" Width	n/a	n/a	7.5	24.6	12	39.4
Taxiway "A" Safety Area Width	n/a	n/a	15	49.2	24	78.7
Taxiway "A" OFA Width	n/a	n/a	27	88.6	27	88.6
Taxiway "B" Width	12.2	40	7.5	24.6	12	39.4
Taxiway "B" Safety Area Width	24.4	80	15	49.2	24	78.7
Taxiway "B" OFA Width	24.4	80	27	88.6	27	88.6
Runway 4/22 Centerline to edge of Aircraft Parking	n/a	n/a	60	196.9	65	213.3
Runway 12/30 Centerline to edge of Aircraft Parking	61	200	60	196.9	84	275.6
RPZ Length (both runways)	304.8	1,000	300	984.3	300	984.3
RPZ Inner Width (both runways)	76.2	250	150	492.1	150	492.1
RPZ Outer Width (both r/w's)	137.2	450	210	689	210	689
Approach Slope Angle (both)	20:1	20:1	20:1	20:1	20:1	20:1

* Dimensions for existing conditions are exact English units and approximate metric conversions.

F. Property Status

South Naknek Airport is currently situated on a 54.8 hectare (135.45 acre) tract of land which is owned by the State of Alaska. A lease is also held on the land in order to have sub-surface rights to acquire material for embankment. A new property plan has been completed which adds additional land to be acquired for the cross-wind runway. The State of Alaska is pursuing acquisition of this land. The State of Alaska will acquire all lands fee simple or by lease as necessary to enclose the airport as planned. Acquisition of this land will give the State all lands and easements necessary to construct the airport improvements.

G. South Naknek Landfill Site

The landfill for the community of South Naknek is located approximately 1.6 km (1.0 miles) west of the airport. The landfill site meets the FAA's minimum distance requirements from the airport.

H. Community Involvement

The residents of the village of South Naknek and neighboring villages have been informed of the planned development by the Alaska DOT/PF Environmental Section by written correspondence and through a public meeting workshop held at South Naknek. The completion of this project requires an Environmental Assessment which provides additional opportunities for community input. Letters from residents of the community are on file at DOT, Central Region offices.

I. Deviations from Standards

1. Design Deviations

On Runway 12/30, the runway centerline to edge of aircraft parking distance and the runway to parallel taxiway centerline distances are being increased to provide for the future planned expansion to B-II standards. On Runway 4/22, the runway centerline to edge of aircraft parking distance is more than the B-I standard requires because of the skewed directions. The taxiway and taxiway safety areas will be constructed 12 meters (39.4 ft) and 24 meters (78.7 ft) wide respectively. These dimensions are being increased to provide for increased safety margins and future plans to construct Runway 12/30 to B-II standards.

2. Encroachments into Part 77 Surface

There are no obstructions protruding into the FAR Part 77 imaginary surface.

THIS PLAN SUPERCEDES PLAN DATED 7/23/79 REVISED TO 3/14/83

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AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL

By: *Ann (A) L...*
FAA, AIRPORTS DIVISION
ALASKAN REGION, AAL-600

DATE: *7-22-96*

BY

DATE

REVISIONS

STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES**
CENTRAL REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED: *Steve Van Horn*
STEVE VAN HORN, P.E.
DESIGN SECTION CHIEF
APPROVED: *John G. Wahl*
JOHN G. WAHL, P.E.
PROJECT MANAGER

DATE *4/17/96*

DESIGN *STR*

DRAWN *JP*

CHECKED *SW*

SOUTH NAKNEK AIRPORT

AIRPORT LAYOUT PLAN

NARRATIVE REPORT

SHEET

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OF

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